

aircraft/engine registered in India. Compliance of this is essential for continued validity of the Certificate of Airworthiness.

Obsolete Aircrafts in IA and AI

† 536. SHRI JANESHWAR MISHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that most of the aircrafts belonging to IA and AI have become obsolete;

(b) if so, how old are the various aircrafts of Air India and Indian Airlines;

(c) whether Government have formulated any phased scheme to purchase new aircrafts in place of these aircrafts; and

(d) if so, by when and the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The fleet of Air India Limited consists of 25 aircrafts at present (including two aircraft on dry lease) with average age of 14.00 years. The fleet of Indian Airlines/ Alliance Air consists of 52 aircraft with average age of 16.4 years.

(c) and (d) Air India is inducting aircraft on dry lease for fleet rationalisation and growth. Indian Airlines is presently carrying out a Techno-Economic study for acquisition of aircraft. On completion of the study, a project report will be submitted to the Government after approval of the Board of Directors.

Installation of Safety System AT IGIA

537. SHRI R.P. GOENKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the first phase of the much hyped category-III system, a navigational aide for safe landing of aircraft in poor visibility, installed recently at the Indira

† Original notice of the Question was received in Hindi.

Gandhi International Airport at a cost of Rs. 50 crores suffers from functional snags due to high boundary walls, buildings and other concrete structures etc. close to the runway; and

(b) if so, the steps being taken to improve the ground conditions as also time-bound plans drawn up, if any, for installation of the complete safety systems?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) During an Aeronautical study conducted by an Expert from ICAO, certain obstructions were noticed _ which restricted the use of CAT-III ILS installed at IGI Airport. These shortcomings have since been removed. The ILS system is likely to be operational by March, 2001.

Training to Pilots in Handling CAT-III System

538. SHRI R.P. GOENKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the pilots flying on the domestic sector are not trained to handle the CAT-III system for safe landing of aircraft in poor visibility; and

(b) if so, the steps being taken to train the pilots for safe landing using the system and better air traffic services and towards effective functioning of the prestigious airports?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir. At present pilots of Air India, Indian Airlines and Jet Airways have been approved for Instrument Landing System (ILS) CAT-II only.

(b) The pilots flying on domestic sectors would be approved for ILS CAT-III operations after completion of necessary training of the pilots and procedure by the concerned airlines and subject to availability of actually operational ground facilities at the Airports.